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ASIATIC RR SYSTEMS OPERATE UNSATISFACTORILY;
WINTER PREPARATIONS NEGLECTED

FAR EASTERN RAILROAD BEHIND SCHEDULE -- Tikhookeanskaya Zvezda, No 151, 29 Jun 49

The summer schedule on the Far Eastern Railroad System provides for an increase of 4.5 percent in the average speed, excluding stops, and of 22 kilometers in the average daily run of locomotives. The system had considerable success in meeting the schedule during the first days of its operation. In the 20 days after it had been put into effect, the average speed, excluding stops, was increased 1.5 kilometers an hour; including stops, it was increased 0.5 kilometer. The average daily run of locomotives increased 7.4 kilometers, and locomotive turnaround time was speeded by 0.13 of an hour. There was considerable improvement in the dispatching of trains on schedule, and the average weight of a train increased by 30 tons.

These good beginnings, however, were not maintained. During May, only 87 percent of trains were dispatched on schedule, and during the first half of June, the percentage decreased to 82.5. In a little less than 3 months, there were more than 4,000 cases of train delays and interruptions of the schedule throughout the system. The basic cause for the poor operation of the system is the disorganization in many sections.

During the first half of June, the Khabarovsk Division (chief, Zikev) carried out only 66 percent of the schedule for train traffic, and the plan for dispatching empty cars, only 87 percent. The operating park of cars in the division has been expanded considerably above the norm. The division's directors have made efforts to decrease the park by artificial methods, by delaying incoming trains at transfer stations. Frequently, In and Vyazemskaya stations have become "dumps" for railroad cars waiting for locomotives. Inefficient dispatching also has been occurring at other divisions. Fedenev, chief of the system's traffic service, is not taking measures to halt train delays, and the guilty parties are not being held responsible.

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Tikhookeanskaya Zvezda, No 160, 9 Jul 49

The average level of loading, achieved by the Far Eastern Railroad System in June, was only 67 percent of the level set for 1950. During the last 6 months, only 83 percent of the system's trains have been dispatched on schedule and only 73 percent have followed the schedule. The plan for utilizing the rolling stock is not being fulfilled. In June, turnaround time of cars was increased 37 percent above the norm.

OBLUCH'YE DEPOT OUTSTANDING -- Tikhookeanskaya Zvezda, No 146, 23 Jun 49

The Obluch'ye Locomotive Depot, Jewish Autonomous Oblast, took first place on the Far Eastern Railroad System in the May competition, and on 10 June completed the 6-month production plan. In 5 months, the depot saved more than one million rubles of state funds. The depot plans to haul above plan 175,000 tons of freight between now and Railroad Workers' Day, 31 July. It also plans to save 200,000 rubles.

BIKIN DIVISION BEATS PLAN -- Tikhookeanskaya Zvezda, No 157, 6 Jul 49

The Bikin Division of the Far Eastern Railroad System completed the 7-month loading plan and the 6-month unloading plan ahead of schedule.

TOMSK SYSTEM NOT MEETING SCHEDULES -- Sovetskaya Sibir', No 133, 8 Jul 49

As early as May 1949, the Tomsk Railroad System had complied with its pledge, made in 1948, to achieve the 1950 level of loading in the third quarter 1949. In June, the system met the plan for loading coal, coke, ferrous metals, and ore, but the total plan for loading and unloading was not fulfilled. The plan for timber loading, in particular, was not met. One of the main causes of this lag is failure to meet the traffic schedules. For a long time, only 30 percent of the trains have been meeting the schedules. Train schedules in the Novosibirsk and Irkutsk Divisions, in particular, are not being followed. The recently organized drive among locomotive engineers for 500-kilometer runs per day must be extended more widely throughout the system. Il'in and Vyshogorodtsev, directors of traffic service, have hindered this drive in every way possible, and have maintained expanded locomotive parks because of their fear of complications arising in train work. The political divisions of the system must eradicate this tendency and make the directors aware that artificial expansion of the locomotive park prevents the development of the 500-kilometer campaign.

On the first few days of July, the Tomsk System failed to meet the plan for loading grain of the last harvest, thus holding up the release of warehouse space for new grain deliveries. Month after month, the railroad car service (chief, Tel'noy) has failed to meet the plan for repair of boxcars to be used for grain transport.

TURK-SIB RR OPERATIONS LAG -- Kazakhstanskaya Pravda, No 145, 27 Jul 49

During the second 10 days of July, the Turkestan-Siberian Railroad System completed only 67.4 percent of the goal for freight-car turnaround time and 35.1 percent of the plan for handling through trains in transit. These failures were the result of a lack of organization in the work of traffic, car service, and track workers.

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WINTER PREPARATIONS LAG -- Gudok, No 96, 12 Aug 49

In 1948, failure to prepare for winter cost the Amur Railroad System serious losses. So far in 1949 the directors of the system have taken few if any measures to avoid the mistakes of 1948.

The condition of the track is cause for serious alarm. Track workers have done little to put the track in good condition, there are many defective rails, and the point rating on the north-to-south and east-to-west routes is especially high. As of 1 August, 45 percent of the year plan for capital repair of track had been completed, and one-third of the plan for medium repair had not been completed, although deliveries of rails, ties, and fastenings from the state have been considerably greater than during 1948. The quality of track repair is faulty in many cases.

Repair of depots and railroad buildings is also unsatisfactory, as is the program for training locomotive workers for operations under winter conditions.

Gudok, No 99, 19 Aug 49

Many difficulties were caused during the past winter on the Orenburg Railroad System because the track was poorly protected from snow. Many trains were stuck in snowdrifts on the Ber-Chogur, Nikel'-Tau, 13th Orenburg, and Kuvandyk sections.

So far this year, little has been done to improve conditions for the coming winter. On 20 July the Ministry of Transportation sent the system more than 20,000 cubic meters of fence planks and other lumber materials. As of 10 August, only 4.5 kilometers of new fences had been built, as against the 52 kilometers required by the plan. Only 11.2 percent of the plan for capital repair of permanent snow fences had been completed, and only 37 percent of the plan for medium repair; only 14.5 percent of the plan for assembling new fences had been completed. On the Ber-Chogur section, capital and medium repair must be performed on 23 kilometers of permanent snow fences and 16 kilometers must be built. Of the 25,000 new fences required on the section, only 4,000 have been prepared. On the Nikel'-Tau section, only two of 36 kilometers of permanent fences have received capital repair, only one of 15 kilometers of new fences has been built, and only 2,000 out of 34,000 new snow fences have been set up.

ISHIM DEPOT REPORTS SUCCESSES -- Gudok, No 98, 17 Aug 49

During 1949 the Ishim Depot has handled about 3,000 heavy trains and has hauled in them more than one million tons of freight above the norm. The summer-schedule norm for average speed excluding stops has been exceeded by 2 - 3 kilometers per hour.

The Ministry of Transportation has given the depot permission to operate on the summer schedule during the winter.

TRACK REPAIR PROGRESSES -- Gudok, No 100, 21 Aug 49

Fifty sections of the Ashkhabad Railroad System have received certificates of good condition, and 47 sections are striving to put their track in good condition before winter.

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The Primorskiy Railroad System has at present an average point rating of 22.5.

On the Ordzhonikidze Railroad System, the Mozdok section had received a point rating of 9, the Mineral'nyye Vody section has been rated at 13 points, and the Nevinnomyeskiy section has been rated at 23 points.

On the Omsk-Chulyashskaya and Kulomzino-Vagay lines of the Omsk Railroad System, a successful track-repair program has permitted an increase in train speeds. Much work has been done on the Kalachinskaya section, which not long ago was one of the more backward sections.

COAL COMBINE CUTS RR CAR DELAY -- Moskovskiy Bol'shevik, No 171, 22 Jul 49

During 1948, delay of railroad cars in loading and unloading operations in the "Moskvugol" Coal Combine was out an average of 6 minutes, and during the first half of 1949 it was reduced by 18 minutes. Delay has been cut by one hour at the mines of the "Shcherbakovugol" Trust and is now 42 minutes below better than the norm. Delay of cars at the mines of the "Stalinogorskugol" Trust is 18 minutes below the norm.

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